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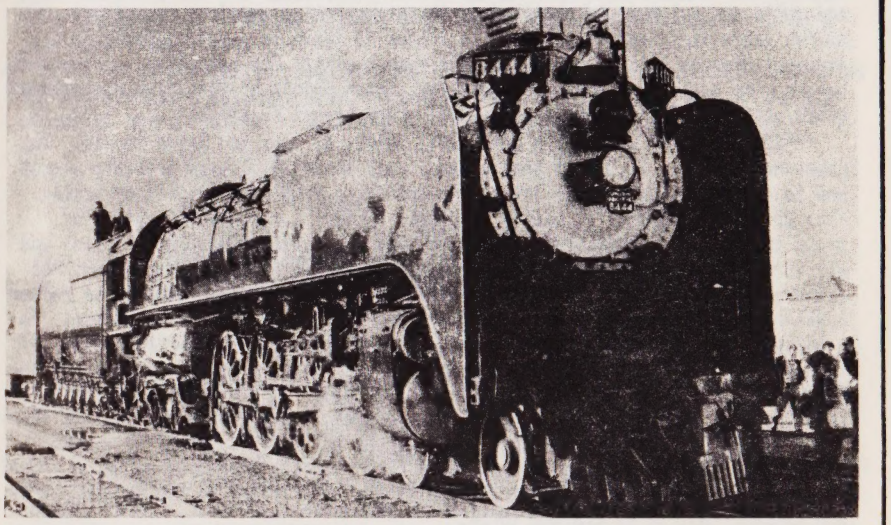

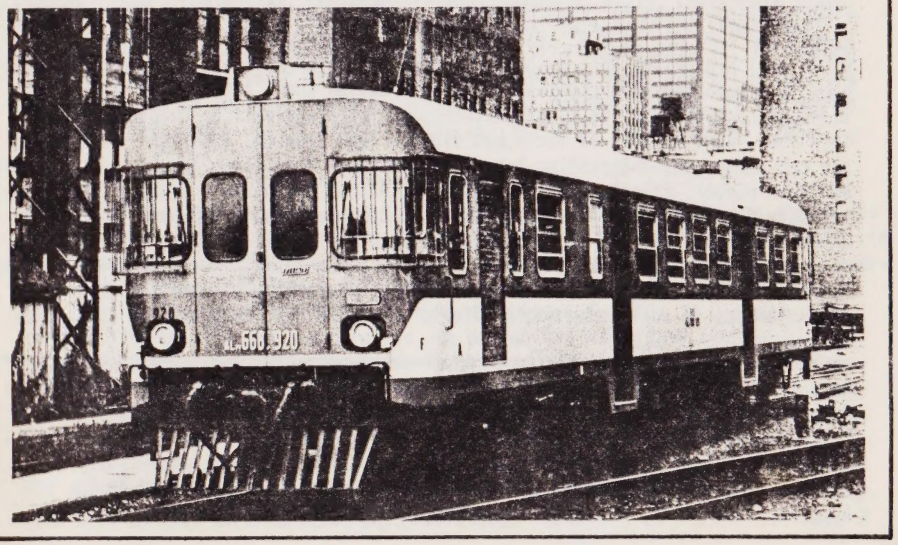

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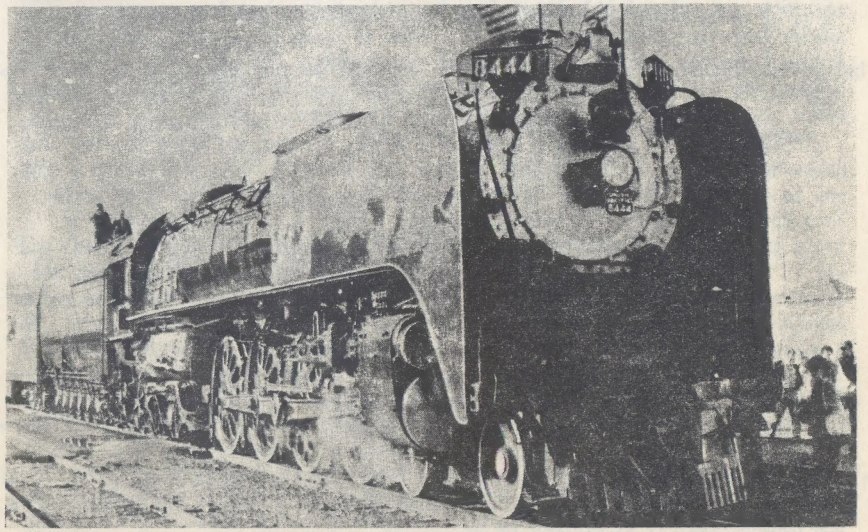

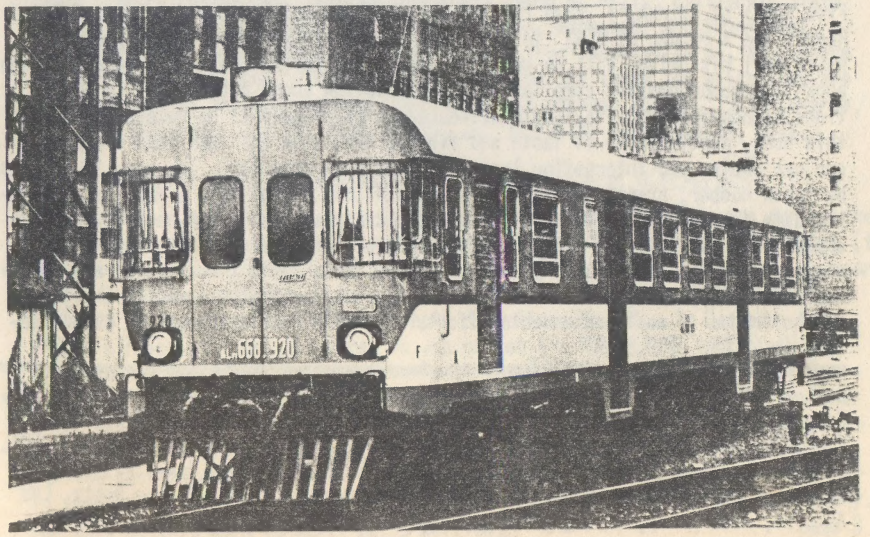

(Top:) Union Pacific steam engine 8444 at Greeley, Colorado on Oct 1 with the NRHS excursion train that Peter Bretz reports on in this issue. Peter Bretz photo.

(Bottom:) The MBTA's FIAT railcar on loan to Chicago's RTA for testing on the Rock Island makes a 5:36pm departure from LaSalle Street Station on Sep 7, its fourth day of operation. The railcar is scheduled for three roundtrips between Blue Island and Chicago weekdays and two roundtrips on Sundays (there is no Saturday operation). Photo by Gil Hulin.

BOOK REVIEWS

***PASSENGER TRAIN ANNUAL NO. 2. The publishers of Passenger Train Journal really established themselves in the big time with the publication of this beautiful little book. For $5.95 this is one of the best bargains around--with 72 softbound 8½x10½ horizontal format heavy pages of well-selected black and white and color train photos from the present time and from recent pre-Amtrak years for comparison. This is a book to leave on a coffee table for frequent dipping into by yourselves and your guests. The selection, arrangement, balance and quality of the photos are the strong points of this high-recommended book. From PTJ Publishing Inc., Box 397, Park Forest IL 60466.

***NORTH AMERICA BY RAIL: A TRAVELER'S GUIDE, by Inez and David Morris. The Bobbs-Merrill Co., $5.95. A most unusual rail travel book, and probably a good one to give your non-railfan friends to introduce them to the world of trains. This 227-page paperback is really two books in one: a personal narrative of train travel around Amtrak and on the CN, and a how-to guide on rail travel and why it deserves support. The black and white photos are of two varieties: the authors' snapshots of various scenes from their travels (which tend to be rather pedestrian), and Amtrak publicity photos which you've probably seen before. As a guide to the beginning rail traveler, it might have been better organized. It follows the authors' rail ramblings, and while it gives a lot of interesting information about the places seen and the trains used, it's next to impossible to open the book and locate any particular geographical area, especially since there is no index. The authors' personal experiences are mixed together with more general information, making the book more of a rambling discourse on train travel than the "First Practical Illustrated Guide to Train Travel in the United States and Canada" that it is claimed to be.

***ZEPHYRS, CHIEFS & OTHER ORPHANS, by Fred W. Frailey. (Subtitled "The First Five Years of Amtrak.") Fred Frailey is a railfan-writer with U.S. News & World Report and a reader of RTN. In this book he has accomplished a Herculean task which rail historians will be grateful for. This large-format softbound 260-page book is a comprehensive compilation of information about Amtrak from an operations standpoint over its first half-decade. Railfans will be unable to resist this book, particularly if facts and figures turn them on. But then the passenger car photos and interesting layout will attract them too. The book is arranged by train number, starting with the SUNSET LIMITED, and gives a summary of operating data from May 1, 1971 on, with specific car assignments for each train. Two appendices give complete Amtrak car and locomotive rosters with a history of assignments of each over the 5 years. Finally, for a subject that could bog down in tedium, Frailey manages to write consistently interestingly, avoiding the jargon of the trade. A most commendable effort. From RPC Publications, Box 296, Godfrey IL 62035. $10.50.

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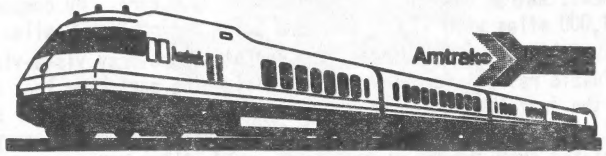
TRAIN CUTBACKS ARE POSTPONED

Amtrak announced on Oct 26 that it is deferring nearly all train cutbacks it would have made on Oct 30, until Nov 6, a week later. The rail corporation said this was necessary to comply with labor agreements which require a minimum of seven days' notice on train crew assignments. It was also obvious that Amtrak was giving Congress more time to work on its request for a supplemental appropriation, which if approved would negate the necessity of the cutbacks.

Some cancellations would still occur on Oct 30: one Mon-Fri Providence-New Haven roundtrip (the CLAMDIGGER) and one weekend roundtrip Springfield-New Haven. Amtrak was also dropping one New Haven-New York Metroliner because the electrical power system between those points will change Nov 29, making Metroliner runs north of New York impossible.

Most Northeast Corridor trains will stay in service essentially on their current schedules for the added week, Amtrak said. Also, the HILLTOPPER will remain daily, as will the SHENANDOAH; both trains had been scheduled to go to a quad-weekly operation.

Timetables printed for the Corridor (Form 3, an edition of 300,000) and dated Oct 30, are being withheld from the public for the time being, and if the supplemental appropriation is approved they could become "collectors' items."



AMTRAK BOARD NAMES TO BE EXAMINED

The Senate is scheduled to begin hearings on White House nominations to the Amtrak Board of Directors on Nov 4. President Carter announced on Oct 18 that he was sending six nominations to the Senate. They are: Anthony Haswell, founder of NARP, to replace Donald Jacobs, whose term has expired; Ronald G. Nathan, an ICC attorney from Washington DC, to replace Frank Besson, whose term has expired; Harry T. Edwards, University of Michigan Law Professor from Ann Arbor, to replace Joseph MacDonald, whose term has expired; Charles Luna, retired rail labor leader from Dallas, for reappointment; James R. Mills, California State Senator from San Diego, to replace Gerald Morgan, deceased; and Frank Neel, head of Neel Air Conditioning and Heating Co., from Thomasville GA, to replace Edward Ullman, deceased. The expiration dates of the terms for which they are nominated are as follows: Haswell, Jul 18, 1981; Nathan, Jul 18, 1981; Edwards, Jul 18, 1980; Luna, Jul 18, 1980; Mills, Jul 18, 1978; Neel, Jul 18, 1978.

SLEEPERS PROMISED FOR AMFLEET TRAINS

Amtrak will add sleeping cars to four long-distance Amfleet trains during the next five months, the corporation announced Oct 19. The JAMES WHITCOMB RILEY (to be renamed the CARDINAL Oct 30) is the first of these trains, with sleepers operating on Fridays and Sundays only starting Oct 21, with daily sleeper service to begin westbound on Nov 14 and in both directions Nov 15. In December, the PANAMA LIMITED will get sleepers, in Jan or Feb the MONTREALER (which will be Amfleeted at that time also), and in March the PIONEER. Amtrak is presently having 25 sleepers rebuilt at its Beech Grove shop in Indianapolis, to replace their steam-generated heating systems by electric heating and air conditioning systems powered by "head-end power" from the locomotive. Lighting and water heating systems are also being changed from d.c. to 480-volt a.c., and each car is getting a complete interior refurbishing--new paint, carpets, and upholstery. The cost of this work is about $2.75 million.

REISTRUP RAMBLINGS by Peter Roehm

Paul Reistrup, Amtrak's head honcho, was the featured speaker at the Massachusetts Bay Railroad Enthusiasts' annual Dinner-in-the-Depot on Oct 19 in the former B&M Depot in Malden, MA, now the Summerside Lodge. Aware that his audience of over 100 was rail-oriented, Reistrup dispensed with his usual written remarks and made a few openers and then allowed for a question-and-answer session. His responses to a number of items follow:

CORRIDOR SERVICE CUTS: He hopes that despite timetables already being printed there will be no cuts other than the CLAMDIGGER, which he says should go, will go, and never should have been reinstated to begin with.

BUDGET: The crunch is just as bad in the area of capital funds as it is with operating funds. He sees the Senate as favorable to more money for Amtrak, but the House remains the question.

OTHER SERVICE CUTS: As expected, Reistrup said that reducing service to less than one daily train on any route is crazy, and continued to take his position that there must be at least two daily trains on any route to make it worthwhile and to create growth. He said that if a train isn't daily, it shouldn't exist at all.

EQUIPMENT: Amtrak covers 28,000 miles with 1900 cars. By comparison, Britain covers 11,000 miles with 17,000 cars and South Africa 14,000 miles with 9700 cars.

BILEVEL CARS: He was unaware of the recent controversy vis-a-vis the RTN photo and the Pueblo refusal to allow persons inside the cars (see last issue). He did not deny the fact that the cars, nos. 34002-3-4, had failed their ride quality tests and did offer that a heavy car like the bilevel needs a heavy truck. Rumor has circulated that the first three cars would either be scrapped or otherwise not accepted, and there must be 10 consecutive cars from the production line that pass all tests before any acceptance can be made. An Eastern delegate to the Association of Railway Museums conference and who is mechanically knowledgeable affirms that the trucks are "cheap, chintzy, and too light" and it is no wonder they are behind the failure of the ride tests. PHR said the cars are under Pullman's control and we'll just have to wait and see what happens.

ROGER LEWIS MEMORIAL ROADBED: The law says the tracks will go back. However, the LAKE SHORE LIMITED experimental period runs out on Oct 31 and DOT Secretary Adams has yet to make his decision. Word now has it that the LAKE SHORE will run at least thru mid-November pending public response on its continuation, but it is removed from the reservations computer (!) for Christmas season reservations. PHR says it is the fifth heaviest train on the system and handles an average of 100 persons in Cleveland daily.

SERVICE NORTH OF BOSTON: This is not in the 5-year plan nor is it of any high priority. Gene Skorowposki of MBTA/Commuter Rail and NARP asked PHR if a Maine route from New York via the Inland Route to Boston's Grand Junction, thence back into North Station, thence straight north, would work, and PHR said he would look into it.

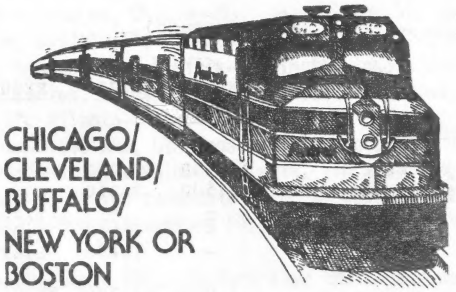
GREYHOUND-AMTRAK TO MAINE: Reistrup says Amtrak is holding up its end and northbound patronage is okay, but Amtrak never sees the passengers southbound. Greyhound appears to be short-hauling Amtrak and not cooperating in the intermodal idea.

CONCRETE TIES: PHR mentioned that they are better for lateral strength, as the rail is bolted to the tie to control gauge precisely. He sees a problem only in the event of a derailment where most all of the ties would have to be replaced. Target date for faster Corridor speeds is Feb 6, 1981 for Boston-New York in 3 hours, 40 minutes, and NY-Washington in 2 hours, 30 minutes.

CHANGING LOCOMOTIVES AT NEW HAVEN: The day before he watched in absolute disgust as it took 12 men and two policemen to unhook an E60 locomotive and replace it with a diesel. He was not sure why so many men were needed, not to mention the two policemen, but he called it a disgrace. He said the change at Harmon takes seven minutes or less and there is usually time left over.

BEST RAILROADS TO DEAL WITH: Family Lines and the Santa Fe. He claims that Tom Rice, Chairman of Family Lines, says that Amtrak is their best customer. Santa Fe Chairman Reed is always calling offering his suggestions on how to run passenger trains, and PHR admits that the Santa Fe can do a better job than Amtrak. Reed's major suggestion to PHR: Wear hobnail boots and use them! (Briefly: kick some rear ends.)

WORST RAILROAD TO DEAL WITH: Missouri Pacific. It's anti-Amtrak at the management level, but Amtrak had the goods on the MP and once the lawsuit against them made the front page of the Washington Star, there was a call to PHR from the MP upper echelon to resolve the various problems between them. It took media exposure to get action. The SP is not pro-Amtrak but PHR says they do run the trains and do it right, and have now agreed to a faster schedule for the SUNSET LIMITED.



NEW YORK-CHICAGO: Says the BROADWAY averaged 500 daily during the summer and says the best service would be to allow a full business day on each end of the run--i.e., midmorning arrival and dinner-hour departure. Says that within a year the BROADWAY will be restructured to break at Pittsburgh with the Washington link using the B&O thru Cumberland and also allowing for a Pittsburgh-Cleveland connection to the LAKE SHORE if that train still runs.

OTHER CORRIDORS: Three getting top consideration: Chicago-Detroit, San Diego-Los Angeles, and Texas Triangle (Dallas/Houston/San Antonio/Austin); sees no problem of averaging 200 riders per train. Forget (for now) Chicago-Indianapolis-Cincinnati as well as Three C's (Cincinnati-Columbus-Cleveland) as track is lousy in Ohio and in both cases Secretary Adams and Congress frown upon putting Amtrak funds into track rehabilitation.

TRANS-BORDER: Amtrak is working to get Chicago-Toronto-Montreal service going with VIA Rail Canada, which may look more favorably upon the idea than the CN did. Grand Forks-Winnipeg route sees quite a traffic flow, and PHR feels crossing at this point would be a worthwhile connection.

FLORIDIAN: Send train thru Atlanta or not at all; Atlanta stop would cut losses in half.

CENTRAL CITY STATIONS: PHR favors such locations despite recent Amtrak moves to the outskirts. Would like the C&O station in Richmond VA. Amtrak's thinking now parallels that of VIA management Roberts and Campbell.

MAINTENANCE FACILITY: Does not want the heavy Corridor facility in Boston; he says Wilmington is in the busiest area of the NEC and sees no reason to disrupt it. Adams will make the final decision, but win or lose, Boston will still get a light maintenance facility either near South Station or at Readville. Massachusetts has been lobbying hard for the Wilmington operation for Readville.

AMTRAK'S 5-YEAR PLAN

Amtrak's latest five-year plan, sent to Congress and the White House on Oct 7, is billed as containing the first major complete restudy of Amtrak's national route system since the corporation was formed. In case anyone expects a system proposal as extensive as the 1980 rail plan of Prof. Ronald Sheck (see RTN, First August issue, 1975), it should be remembered that Amtrak is still operating under a Congress and an Administration cautious about altering the status quo in times of economic uncertainty and still under the influence of the powerful oil and auto industry lobbies. Nevertheless, Amtrak is proposing probably the biggest step forward that can realistically be taken under the circumstances.

One of the most important upcoming projects, Amtrak says, is getting the go-ahead from the power-holders of Washington to order 353 new passenger cars to replace present conventional equipment in the East, Midwest and South. These new cars would cost $214 million. The table below gives the costs and timetable for

EQUIPMENT PLAN SUMMARY
FY 78-82

($ thousands)

	FY78	FY79	FY80	FY81	FY82
Passenger equipment					
Pullman cost adjustment	13,330	10,250	-	-	-
Electric conversion--baggage	3,500	2,250	-	-	-
--high levels	-	-	11,550	-	-
--sleepers	-	-	4,200	1,800	-
--coaches	-	1,470	1,470	1,470	1,470
Low-level cars	1,000	62,700	98,010	52,855	-
Metroliner upgrading	20,000	40,461	-	-	-
"Mark II" equipment	1,000	2,000	6,000	-	90,000
Bearing-heat detectors	1,000	1,200	-	-	-
Toilet modifications	-	2,000	-	-	-
Supporting engineering & design	-	525	525	150	150
Passenger equipment	39,830	122,856	121,755	56,275	91,620
Motive power					
SDP40 conversions	12,480*	13,692	11,736	-	-
4-axle diesel locomotives	-	-	-	11,250	-
Rebuilt FL9's	2,400	-	-	-	-
Diesel switchers	-	440	-	-	-
Lightweight electrics	22,000	55,800	59,700	-	-
Electric switchers	-	4,800	-	-	-
Turbine efficiency	230	3,700	3,700	-	-
Diesel locomotive modifications	400	-	-	-	-
Locomotive fuel tender	100	-	-	-	-
Supporting engineering & design	-	725	1,125	1,250	250
Motive power	37,610	79,157	76,261	12,500	250
Total equipment	77,440	202,013	198,016	68,775	91,870

* An additional $5.3 million is to be requested in a supplemental appropriation.

Note: All amounts are stated in constant FY78 dollars.

acquiring these "low-level cars", and also all the other equipment acquisitions and modifications that Amtrak wants to make.

Note that electric conversion is now planned for nearly all Amtrak conventional cars, and not just the baggage and sleepers now being worked on. The "Mark II" equipment in the table refers to a new version of Metroliner not yet designed. The "Turbine efficiency" modification in the table refers to Amtrak's present fleet of Turboliners. As seen in the table published last issue, these trains have the poorest fuel efficiency of all Amtrak engines. To improve this matter, Amtrak wants to replace the 26 turbine engines in the fleet with newly-developed Turmo XII engines which will use $764,000 less fuel yearly and save even more in costs of overhaul. This project would be a joint effort of Amtrak and the French National Railways, from whom the trains originally came.

CORRIDORS & ROUTE EXPANSION: Amtrak says it is beginning studies, in conjunction with the DOT, to "reexamine the current basic route system in an effort to optimize market, equipment utilization and service levels across the nation." This study will be done by next summer, and will examine plans for developing "emerging corridors". In order of importance, these corridors are Chicago-Detroit, Los Angeles-San Diego, and Dallas-Fort Worth-San Antonio. Other potential emerging corridors are Los Angeles-San Francisco, San Francisco-Sacramento, Seattle-Eugene, Chicago-Milwaukee, Chicago-Madison, Chicago-St. Louis, Chicago-Cleveland, NY-Springfield, Buffalo-NY, Pittsburgh-Cleveland, Pittsburgh-Detroit, Pittsburgh-Philadelphia, Newport News-Norfolk-Washington, and Cleveland-Cincinnati.

For starting new routes, Amtrak said it studied 24 options, and picked out six with "high potential": Atlanta-Montgomery-Mobile-New Orleans; Kansas City-Denver; Pittsburgh-Youngstown-Cleveland; Cincinnati-Dayton-Columbus; Boston-Springfield-New Haven; and Grand Forks ND-Winnipeg, Alberta. In addition, 3 currently-operated routes stand out as "prime candidates" for more trains: Los Angeles-San Francisco area; Chicago-Memphis-Jackson MS; and Chicago-Fort Wayne-Canton OH-Pittsburgh.

NEW STATIONS: Amtrak wants $96.4 million over the 5-year period to build new stations in these locations: Altoona PA; Auburn WA; Baltimore-Washington International Airport; Buffalo NY; Charlottesville VA; Dearborn MI; El Paso TX; Hampton Roads VA; Jackson MS; Memphis TN; Niagara Falls NY; San Antonio TX; and Tampa FL. Stations to be improved would be Alexandria VA; Chicago IL; Harrisburg PA; Hartford CT; New Brunswick NJ; New Haven CT; Penn Station, NY; Portland OR; and Wilmington DE.

QUOTES OF THE WEEK***

"It is double-dealing of Congress to be drafting 'tough' energy-conservation measures while giving short shrift to Amtrak--one of the nation's best energy savers. Amtrak's operating budget for this fiscal year is only 1.2 per cent larger than last year's budget when inflation increased system expenses by 7.6 per cent, excluding winter equipment damage and locomotive problems estimated to cost $15 million... The notion in Congress--and at the White House, which submitted an Amtrak budget well below the system's request--seems to be that tightening the purse strings will cause miraculous efficiency, allowing Amtrak to operate as many or more trains on less money. It doesn't work that way."

--Arizona Daily Star editorial, September 20

SLIP OF THE MONTH CLUB***

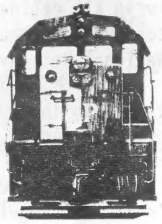
"Amtrak gained more than 1 million new riders during the last 12 months, boosting its total ridership for the fiscal year just completed to 19.2 billion passengers, the rail passenger corporation announced Wednesday."

--AP release in Los Angeles Times, October 20

(How do they fit 10% of the population into 1900 passenger cars?)

URBAN-SUBURBAN TRANSIT

SOUTH SHORE LINE has announced that it plans to move all non-related passenger operation personnel from Michigan City IN to Baltimore MD. At the same time it announced that all freight car and freight locomotive work would be moved from Michigan City to the Chessie facility at Hobart IN. Since there are no facilities at Hobart to handle electric freight locomotives, this could be the end of electric freight service on the South Shore.



CALIFORNIA AIR RESOURCES unanimously urged the state Public Utilities Commission to disapprove the Southern Pacific's application to discontinue its San Francisco Peninsula rail commute service. Rail users would shift to cars, the Board said, and this would adversely affect the health and welfare of residents of the counties thru which SP trains run by adding to the already unfavorable air pollution of those areas.

SUPERIOR COURT JUDGE in Marin County, California on Oct 28 blocked the Golden Gate Bridge district's plans for giving $1 million of increased bridge and transit fares to the San Francisco Muni Railway. Shortly before, on Oct 10, UMTA presented the district an award for the "innovative multi-modal approach to the movement of people in the San Francisco Bay area. Preferential bus lanes, bridge toll pricing, carpools, subscription bus service and expanded commuter ferry service now provide commuters with transportation options where none had existed." UMTA also gave awards to the city of Knoxville and the Transportation Center of the University of Tennessee at Knoxville; to the Port Authority Transit Corporation (PATCO) in Camden NJ; and to the city and Transit District of Westport CT.

PATCO'S LINDENWOLD LINE was the reason for the UMTA award to that agency, mentioned above. UMTA singled out the line as having the highest operating revenue/cost ratio among rail and bus transit systems in the nation "because of its cost-effective design, construction and operational features."

AMTRAK PRESIDENT REISTRUP on Oct 12 told the Los Angeles Times that he considered the proposed L.A.-San Diego EL CAMINO "commuter" train a boondoggle. But the next day he reversed himself and said Amtrak would support such a train if CalTrans compensates Amtrak for it. The new Amtrak position was regarded as a major hurdle for the problem-encrusted proposed run. The train equipment, purchased some time ago by L.A. County for over $2 million, has never been run in revenue service because of a dispute with the Santa Fe over whether the railroad could be forced to run commuter trains for Amtrak. The L.A. Times editorialized Oct 18 in favor of the train. The state Public Utilities Commission will try to determine the train's fate, tho Santa Fe contends that the PUC has jurisdiction.

SECRETARY BROCK ADAMS defended rail rapid transit systems at a meeting of the American Public Transit Association Oct 12, calling them the "most efficient of all passenger modes." But he urged that existing systems be used before going ahead with construction of new ones, as an economy measure.

THE FIRST TWO Boeing Vertol LRVs (streetcars) were delivered to the San Francisco Muni Railway Oct 24.

CONGRESS IS CONSIDERING a bill to allow the National Park Service to subsidize public transportation to the parks. One of the six parks to be designated first would be the Indiana Dunes National Lakeshore, and this might bring much-needed funding to save the South Shore Line commuter service out of Chicago.

SECRETARY OF TRANSPORTATION Brock Adams testifying before a House Budget Committee task force Oct 18 said that major growth in transportation programs is unlikely unless new funding sources are found. He said he supports using energy taxes for this purpose.

THE 8444 REVISITED

by Peter Putnam Bretz

Union Pacific--big-time steam. The two are synonymous. The Big Boys and the "City" trains vanished now, but with the presence of Alco 4-8-4 No. 8444 (delivered 1944) and some yellow passenger equipment, the Union Pacific provides the action that the National Railway Historical Society arranges.

We're into Denver Union Station by 6:30am on October 1. The ticket windows and high-backed waiting room chairs are jammed. Outside, we go forwards to see the 8444. I last rode behind her in 1969, when my camera malfunctioned and not a picture of the fan trip came out. I was determined to right that wrong now.

Behind the 8444 comes first the baggage car, 5716, equipped with snack bar, carpeted floor and six lounge chairs, as well as two open (tho high-grated baggage doors. A coach designated as car #1 is UP 5474, #2 is UP 5483; then 5472, 5473, 5480, 5482, 5484, 5468, and as car #9, 5475. Spliced between the 5480 and 5482 is UP 6206 buffet-lounge car (ex-"Portneuf River"). All the coaches are 44-seat ACF's from 1953-54. Each has its NRHS member car caption. The last car on the train is 7006, UP's only dome coach (ACF 1955). A dome lounge was also supposed to be included, but wasn't. Our all-ACF-built train in yellow takes off at 7:35am with 419 paying passengers aboard out of 430 seats.

The first sound of the 8444's whistle is welcome indeed, altho I hear it in seat 28, car 8, the 5468. After some slow going to get out of the city, we run up to speed--about 45-65mph--on the main line of the old Denver Pacific, going north. We are not going to go thru Cheyenne this time, but operate via Speer and onto Track three, the gentler grade that bypasses Sherman Hill.

We walk back to the dome, and--the seats are facing the wrong way. But no matter, the best views are from the aisle. Smoke trails up ahead towards the dome--reminiscent of the Amtrak 4449 trip last April (RTN, First May issue), only the cars are Armour Yellow--a better color, we think.

We wander thru the cars to the center lounge. This is just like it was in UP passenger days, with browns and grays the main colors. The bar is open, but no food is sold. At the other end of the car, the old barber shop-valet section has been replaced with a card room. A sister car to this, Amtrak 3372 (ex-UP "Platte River") in which I rode on the SUNSET LIMITED in 1972, was last year scrapped in California. Too bad. These are nice cars, complete with Venetian blinds.

We make our way past jammed vestibules and muted whistle sounds to the baggage car. Stack sounds are mushy racing along flat land, and the whistle is sounding just the two longs, a short and a long. No variation. Yet, the steamboat sounds good to the ear. Motorcaders are out in force on parallel highway U.S. 85. Watching them jockeying for position, I notice the shadow of the train moving along. It's in pretty good detail, with the smoke pouring out and light even coming thru the cab windows. I take a few pictures.

Presently, we're in Greeley, Colorado, picking up one or two people and then pulling forward to take on water, courtesy of the local fire department. At 9:26 the 8444 starts up again and we listen to some stack music during the march out of town.

At Carr we make the first of many photo stops, and this is an unscheduled one. We pile off on the outside of a curve just over the Lone Tree Creek. There is a small bridge, but hardly worth a

photo runpast. Still, I climb up a convenient telephone pole and get some good pictures as the loco comes by rather slowly with the train. It doesn't run past our location, up to where it started its backup move. This becomes the pattern for the day, unfortunately. The locations picked for photos are all the traditional ones: Lynch, Harriman, Perkins, Dale on the way out. Then Forelle, Hermosa, etc., on the way back. But all runpasts are subdued. The train backs up, but comes forward grudgingly, and stops without going all the way past. Better than nothing, but a far cry from 1969 or earlier. At one of these locations we walk up the steep sides of a cut but find hurricane-force winds (it seems) at the top. Recordings gather only wind noise (too bad, as the engine slips a lot) and I'm nearly blown off the edge while photographing the engine.

Later I learn the reason for the lack of enthusiastic runpasts. The Chief Mechanical Officer is on board and is in charge of everything. He personally wants the engine retired, and it's against his will that the 8444 has been around as long as it has. At first he wanted only one photo stop, but that was prevented. His lack of cooperation today is vigorously protested by train crewmen, etc., but in vain. We have to make the most of it. The wind was up all day, too, making cold standing in the fields, but good whipping of the black smoke from the engine.

Embibing up in the lounge car to keep warm between sojourns into the windy wastelands, I spot a guy wearing a T shirt which reads "Coal smoke is good for you." On the rear it says "Steam is clean." The liveried UP lounge attendants flit about, and I hear in conversation that a couple of guys came all the way from North Carolina to be aboard. They make comparisons with the Southern's way of doing things, and that road invariably comes up better than the UP.

Outside again, we have another of the many slow-moving photo runpasts (or run up-to's), and there are shouts of "get out of the way." I remember the notice on the train brochure that

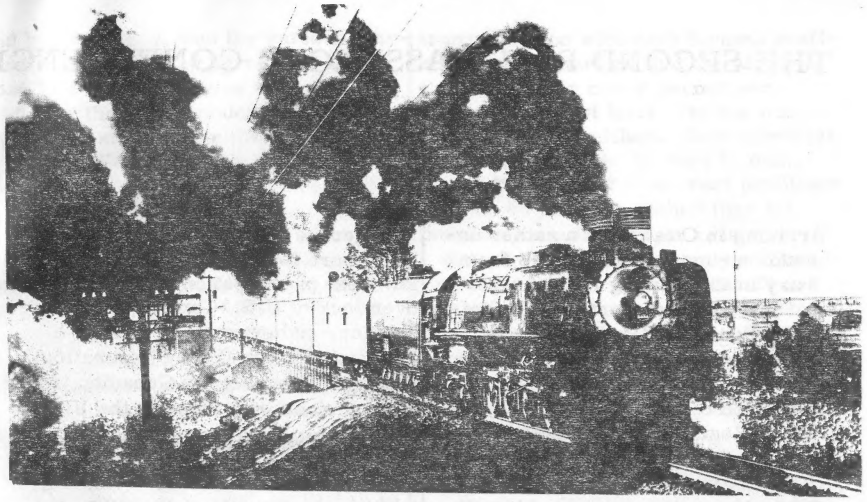
"people filters" are on sale in the baggage car for $2.98. An inquiry determines that they are "all sold out."

More chuffs and puffs later, we finally arrive at Laramie about an hour late at 1:19pm. Presently we're standing near the head of a long, long line of hungry railfans--but there is no food to be had. A western-type barbecue was promised as part of the ticket price, but the catering service went home after we didn't show up at 12:30. But all was not lost, as they were expected again at 1:30, at which time they arrived amid cheers from the starving. A step van from Whirl-Inn Catering unloaded tables at 1:33pm and then the food truck arrived. The food was ready to be served quickly, and all were fed rapidly. We fill our plate with bar-b-q pork, potato salad, baked beans, cole slaw, coffee and milk. After all are fed, seconds are offered, and we pork up again.

During this time the engine is being serviced, which takes an hour. Another hour is frittered away turning the engine on the wye. There was some criticism of the UP for the time it took. Meanwhile, many trains come and go from in front of the Laramie station, including both #5 and #6, the SAN FRANCISCO ZEPHYRS. Our consist is sitting on the station track, sans engine, so Amtrak unloads just past our baggage car. No. 5 flies in and out in two minutes, but #6 arrives at 3:05pm, a full 15 minutes early, and has to wait for time. The UP has thoughtfully built a walk bridge over the whole Laramie yard complex, just for "the convenience of railfans."

Our train is not turned, so the dome coach is right behind the engine on the way back. Finally, the steam locomotive is coupled on, and we whistle off at 3:40. The car captains have turned our legrest reclining seats to face correctly, and now pass around little ice cream cups for dessert.

We head along track #2 which goes down Sherman Hill, where we have a couple of windswept photo stops. When Interstate 80 parallels the railroad for a while, I see a Greyhound bus has discovered us and is pacing the train. He stayed with us a good 10 miles until we stopped for a runpast.



Pete's telephone pole shot of the 8444 excursion train, at Carr, Colorado.

"Brace yourself against the fence post," someone calls. The smoke is torn from the engine and streaks across the plain in an almost horizontal line. The recordings here came out quite well.

Back on the train, we are up in the dome with the big red tail light of the 8444 staring at us. The train rumbles thru Speer Jct. and over the C&S line to Cheyenne. Then it's all down hill to Denver. We're running very late, and some railfans plan to catch No. 6 which left Laramie 20 minutes before we did.

Fast rolling and deep-toned whistles and we pull to a stop in Greeley. Here we take on a little water, and have to change crews due to the 12-hour law. We're off again at 7:12 and it's time to relax in our seat, as the bar car is filled to capacity. We hear rumors that the Nov. 26 trip will be the last for the 8444, as the firebox is patched up a lot, and ICC inspection is due in March. Time will tell. The low tones of the whistle filter back from time to time as I try not to doze.

A little later, we're in a coach washroom converted to a railroadiana shop and looking over some books. I finally pick up my copy of the "Frimbo" book.

Arrival in Denver is around 8:45pm. And the SF ZEPHYR is still in the station waiting for us! It's amazing that even with our many photostops and time consumed, the schedule of #6 was so slow that now the train is only about 15 minutes late. There are 5 sleepers on the rear, attesting to many railfan reservations. Photographers run to the front of the train for their last shots of the 8444. As I walk down the street to dinner I hear the last sound of her whistle.

The next day we catch the westbound ZEPHYR to California. Some railfans from yesterday are riding also, and we are alerted to the fact that the 8444 is still on the line. When we reach Carr, there is the consist, with a UP business car tacked on behind the dome coach. As our train slowly passes the siding, the engine appears and final shots are taken from the vestibule. A Nebraska Educational TV outlet is filming a documentary, and the engine is chuffing back and forth there at Carr. No. 6 crosses the bridge where we stopped for a photo run yesterday, and I catch my last glimpse of the 8444 as we curve away.

To move 500 people, 2 per car, 300 miles, it takes 250 cars and 4150 gallons of fuel. To move the same people the same distance by rail, it takes one train and 600 gallons of fuel. (NARP)

THE SECOND RAIL PASSENGER CONFERENCE

by Peter Roehm

Arriving in Ottawa via a rather unorthodox means--ancient DC-3 from Sudbury in the pouring rain of night on Sept 29--I would soon meet Bill Staiger of Keystone ARP, Harrisburg, and we would join some 100 others for this second rail passenger conference, a continuation of last year's successful forum in Regina. Two other Americans were on hand--Ross Capon of NARP and Jim Wallington of PTJ.

Friday's meetings were held at the Four Seasons Hotel in downtown Ottawa, and the morning was kicked off by Michael Jackson of Transport 2000 and the Saskatchewan Rail Committee. Word from the Canadian prairie west included the battle over the Regina station location. If it remains downtown it will reverse a "policy" of previous years evidenced by Ottawa, Saint John, and Quebec City. VIA Rail Canada supports the downtown location and especially its potential for intermodality. The Saskatchewan Rail Committee is also asking a repeal of the North Battleford RDC discontinuance, and to have its run extended instead to Saskatoon. Also, SRC is challenging Transport Canada's contention that the Regina and Saskatoon east-west services are duplicate (the same as in the east with Moncton and Saint John).

Saskatchewan's Transport Minister, Hon. Gordon MacMurchy, followed with a proposal for a Railiner demonstration project between Regina and Prince Albert, and the coordination of the provincially-owned Saskatchewan Transportation (bus) services with those of VIA. However, STC, being owned by the province, would get the better shake on any corridor plans, just as Pacific Western Airlines, owned by Alberta and running a shuttle-like operation between Calgary and Edmonton, would take precedence over improved rail service in Alberta.

Roger LeTourneau of the Manitoba Transport 2000 wrapped up the Canadian West participation with his concern over lack of U.S.-Canada transborder service, and supported strongly a Winnipeg-Duluth (DW&P) operation that would connect the Canadian transcon services with those in the U.S. at

Minneapolis and Chicago (note: Amtrak's subsequently-released 5-year plan calls for a Winnipeg-Grand Forks service!). He also felt that included with this should be more continent-wide cooperation and coordination between Amtrak and VIA.

Bruce Budd of the Ontario Transportation Alliance discussed the continuing efforts to halt the STOL aircraft project by developing suitable alternatives for southern Ontario. Dick Howie of Ottawa commented on plans to begin Ottawa-Carleton region commuter rail service. He said the cooperation and data submission by both CP and CN were excellent, but that the Regional Government Commission said "no go", as there was no demonstrable need for the service; however, Howie contended that available documentation could easily refute the government figures.

Ira Gesser of Transport 2000-Quebec discussed his group's efforts to promote the Mont Laurier weekend service and create a schedule that would be conducive to skiers from Montreal. Special weekend excursion fares on this run in the fall foliage season has seen increases sufficient to warrant conventional equipment rather than the standard RDC's.

Gary Pollock and John Pierce of Transport 2000-Atlantic discussed the problems that have recently been the talk of the Maritimes. Transport Canada's efforts there had been to reduce rail service to a single Montreal-Halifax train and beef up the remaining air and bus services, and the various Maritimes premiers had agreed not to oppose this idea as long as they got the funds for the other modes. A Federal-Provinces study under the hand of Transport Canada that sought these changes was conveniently made public just two days before hearings convened in Halifax. The data in the report were set up so all could easily see the rail operations, but the bus and air operation data were mostly hidden, thus allowing rail opponents to blast the rail service, while the rail promoters were simply told that the bus and air figures were "not available." Yet the president of Acadian Lines (bus parallel to DAR run) had his figures, as he has to in order to get his tariffs approved, yet the consultants chose to ignore this and the other bus data that were likewise, in reality, easily available. In the end, the consultants' report was discredited, but the games being played by Transport Canada and accomplices were without excuse. Too many people began to accept as fait accompli the one-train idea in the Maritimes. However, the premier of New Brunswick had certain doubts--he was not so sure that he wanted to lose his few trains. Likewise the premier of Nova Scotia would not agree to the removal of any of his, adding that the Truro-Sydney service was vital to the transportation-communication network of Nova Scotia, and further that there certainly was justification for a Truro-Halifax commuter service. Hearings were to be in Moncton that Monday, and those on the DAR service would be coming up soon (DAR still has that Truro-Windsor mixed train that runs at night with a 6-wheel maroon coach).

Following the regional talks, Garth Campbell, Vice President-Marketing for VIA, discussed the real need to develop a dialog between the users and the providers, which must be more than just public airings of feelings--it should include private meetings to discuss some issues that can't be discussed in public or would become bogged down in a public debate. He felt that rail users were the only ones in transportation with such forums available, and remarked that the airlines would probably never permit such things, and most likely the bus companies would not either. Such meetings should be every 60-90 days to make them effective and to correct problems as soon as possible rather than let them escalate into major crises.

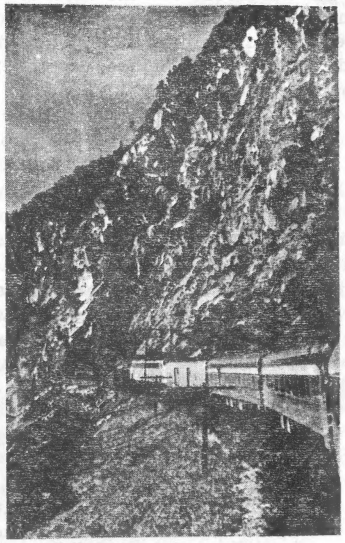
Robert Rynerson, recently of Oregon DOT and now of Edmonton Transit (and a contributor to RTN), gave an excellent talk on intermodality and its often frustrating efforts to succeed. He noted some examples of western U.S. and Canadian intermodal successes, failures, and futilities. When Amtrak's PIONEER began service this summer, Greyhound scheduled its first true express run between the same cities, and oddly enough, on a schedule that races the train. Now Greyhound had for years told Oregon that it couldn't afford a fourth daily thru bus on that route, but somehow amidst the present financial crisis of the bus industry the Hound managed to scrape together enough coins to attempt a derail of Amtrak's new train. Yet, in some sort of strange intermodal cooperation, one's Amtrak ticket is good on that bus and all other buses on that route! Confused? Don't be. That is intermodalism, American style. Both VIA and Amtrak system schedules do show some intermodal (bus-rail) connections--Calgary-Edmonton for CN, and Boston-Maine for Amtrak; yet the bus line schedules most usually do not indicate such bus to rail connections.

The CP Budd car to and from Calgary zips right past the Edmonton International Airport and does not stop--but it could stop! And the CP has always offered reasonable Budd connections to CN's train 1 from the east and train 2 back which, with the Edmonton Transit intermediate bus between CN in the city and CP in South Edmonton could permit an Eastern Canada to Calgary route via Edmonton or the same back again. Yet, CN has never admitted this, but prefers to encourage the use of the bus between the same points.

There are problems not just in intermodality but in intramodality as well. Efforts must also be made to provide better city transit connections. Rynerson told of present good service to both CN and CP stations (but this had always been the case as both were the focus of the city's growth from the start); and the CP in South Edmonton is but an 18-minute ride by ET bus--a 5-minute ride if rail still existed and if the CN station were to be used by the CP RDC's, an hour ride. He said the future could see Edmonton's LRT network serving all three of these stations, and hoped that the passenger rail service did not cease before the LRV's arrived.

One big problem on the intermodal-intramodal interface is the availability of information. Usually it is not available, even to the agents. The Official Guide/Passenger Edition now shows CP's ET bus to center Edmonton, but more is needed. Travelers must be able to find in an Amtrak or VIA timetable the indication that they can complete their ride from some outpost station into the city. Rail stations must have transit maps and appropriate schedules immediately available: Gare Ottawa should have the Route 34 timetable in sight (but doesn't) and Boston's South Station should have B&M commuter timetables and MBTA subway schedules in sight (but doesn't except for B&M/South runs). Rynerson continued with amazing examples (and possibilities) or rail/air/bus cooperation or lack thereof; he discussed the evident need for joint ticketing, steady informational flows, advising travel agents and updating them constantly, and better airport/rail terminal connections. In the end, all modes must cooperate for the betterment of the passenger or lose him/her entirely to the auto. The future will be in intermodalism, and the sooner that all parties begin to build for this future, the easier the transition will be.

Dr. Pierre Bermond, President of Transport 2000-France, gave a lecture on user participation and in the process identified the regular user, the occasional user, and the potential



Transcon services: CP's CANADIAN along the north shore of Lake Superior. Photo by Paul Rayton.

user and the organizations that represent him/her, such as ecological, pedestrian, cyclist, rail hobby, and public transport users (NARP, Transport 2000, etc.) and the need for cooperation among them, such as in forming a liaison committee representing all of them for the easier access to the solutions of common problems.

The return of rail passenger service in 1978 between Cannes and Ranguin is a case in point, and there are any number of cases in the U.S. where user groups have fought and won new, better, or restored services.

Saturday found the sessions, mostly workshop discussion groups, at Algonquin College in suburban Carleton. The group I attended was on intermodality, and included an excellent discussion of GO Transit by GO's Director of Public Relations, Joe Desjardins.

GO originally asked itself three questions: Could commuter rail service be superimposed upon the regular freight and intercity passenger right-of-way; could auto riders be lured onto the trains; could deficits be kept reasonable? GO has answered all 3 quite well. When it began, it hoped to reach 15,000 passengers per day in 2 years, but did so in but 2 months! In its first full year, 1967, GO handled 3 million riders; in 1976 the number trebled, and for 1977 GO expects ten million on its trains and 15 million on its buses. There are presently 16 bus routes and two train routes (Lakeshore and Georgetown), and a third rail route (Richmond Hill) is expected next year, and after that possibly Streetsville to help relieve the overcrowding on the Lakeshore line. At Toronto Union Station GO occupies completely tracks 2 and 3, and track 4 is occupied half the time. The 10-year operating agreement with CN expires this year and a new one is being drawn up. GO supplies the equipment and CN the manpower, track and maintenance. On the bus side, Travelways and Gray Coach (TTC) contract with GO. GO believes it has removed at least 15,000 cars from the streets of Toronto, in that parking spaces are now provided for 7000 cars, and the "kiss 'n ride" takes care of another 8000. GO claims it is prepared to pay what it costs to keep the service intact and expanding. In 1967 the startup costs were $24 million complete. A 12.5-mile extension of the Lakeshore/east to Oshawa would cost $40 million, and to extend the line on the west from Oakville to Hamilton would cost $50 million. However, the only major change here would be changing the railhead on the west from Oakville to Burlington; there is too little ridership presently in Hamilton and the freight use between there and Burlington's cutoff is a bit much for the present; extending to Oshawa, likewise is not yet viable and the inbound CAVALIER from Ottawa provides space for commuters from that city to Toronto. It does appear that GO was an idea whose time had come and is now growing steadily; its first system timetable was issued June 22, 1977, and a look at it indicates how extensive the GO network has become.

All groups then adjourned to a larger lecture hall for a panel that included J. Frank Roberts, President of VIA, along with Ron Tabonek of Transport Canada, Ed Abbot of the labor side, and Michael Jackson of Transport 2000.

RAIL CANADA NEWS

CANADIAN TRANSPORT COMMISSION on Oct 20 issued its final plan for revised transcon services under VIA, and it includes use of both CN and CP transcon routes in Western Canada, with a single route in the East. However, it reinstates local service on the CP route east of Winnipeg, and requires that transcon trains make the full run in 3 days, not 4, and make convenient arrival and departure times at major points. It again calls for more efficient sleeper service and less costly food service.

TRANSPORT CANADA ORDERS more liquor than any other government agency, according to 1975 accounting figures releasedthis month. Almost $20 thousand was spent that year, with much of it presumably to celebrate the Mirabel airport opening.

AN UNIDENTIFIED CN train was derailed by a sabotaged switch in Windsor Oct 23, returning from Toronto. There were three minor injuries.

CANADIAN TRAIN DISCONTINUANCES: add to the list in the Second August issue ONR trains 385, 386, 387 and 388, the Timmins branch service, terminated on Jun 9 with the advent of the NORTHLANDER. This reduces service to Timmins from 14 to 6 trains weekly, and eliminates service to 3 intermediate stops.

RAPID TRANSIT CAR on Edmonton's new system made a first test "run" (pushed by a trackmobile, since catenary is not in place) on Sep 30. Car 1001 was moved from 115th Avenue to Central Station at Jasper Avenue and 101st Street.

VIA RAIL CANADA will convert about 100 RDC cars to higher power for intercity use when the corporation takes over passenger trains next April 1.

CN HAS BEEN found at fault for failing to post a 20mph speed restriction near track work near Oakville, Manitoba. This caused a derailment of the SUPER CONTINENTAL in 1976 when it hit unsecured rails at 70mph, derailing 7 cars.

Before J. Frank Roberts began the talk that everyone was there to hear, Ed Abbot reviewed some criticism to date: What is VIA except for some new paint? Nothing but the same old trains on the same old track with the same old stations. Where are the funds? Canada now has 17 STOL aircraft, and if these planes ever become operational in southern Ontario, then forget VIA. And think of what the $600 million wasted on Mirabel airport (which the airlines abhor) could have done for the rail passenger. Abbot felt that if CTC's Preferred Plan is accepted over VIA's version, then it becomes quite obvious who is running VIA; VIA must have its autonomy especially in management decisions. And then it was time for Mr. Roberts.

J. Frank Roberts is a 37-year man

with the CN who could have taken his pension but now has taken on the task in which he believes--that Canada's rail passenger business "has more of a future than it has had a past." Roberts is convinced that VIA and its supporters can do something about the passenger situation, but that all must work together to achieve it.

A main topic of concern among the delegates was the center city station problem, and the trend of recent years to go to the suburbs regardless of the motivation behind such moves. Roberts is aware of this and has said that rail passenger terminals must be located as close as possible to the city center to properly serve the community. He acknowledges that Gare Ottawa is in the wrong place, but since the money is spent and since the priority right now for dollars is on track and equipment, then that is where it must be spent. Ottawa should be made as convenient as possible, but he is not quite sure how this will be accomplished. A Transport Canada paper claims that once a station is removed from the center city area, one can expect a 25% to 50% decline in patronage. These figures can be borne out in fact.

The Preferred Plan brought more interest, and Roberts said that VIA questions seriously the ability to market the CTC version of this plan effectively. He allowed that the CN route takes nearly 14 hours longer Vancouver-Montreal than the CP route, and that the section that would see a split (Winnipeg-Vancouver) would see the CN section taking six hours more, and how would this affect the section's viability that ran via Calgary ? A transcon train should be a limited-stop train designed for people expecting to be on board for 3-4 days (with showers, etc.); should run Halifax to Vancouver via Montreal and Toronto, and not be required to make local stops. Roberts grants that there is no economic justification for such a train, but from such viewpoints as heritage and national unity a decent case could be built, and thus if there is to be a transcon train, let's create the best one possible. He was questioned about the limited train's not making local stops and there accessibility by persons without other public transport to a previously-available service. Roberts responded that the local people should be served and would be by local and/or regional trains that would take the intermediate station load off the transcon run; but his point was that it was a bit ridiculous to stop a 15-car train in the woods for a canoe and its user. Roberts would also like to see the trackage used by the Quebec City-Windsor corridor service exclusive to that service, as sharing it with freight would restrict top speed to 95mph.

The equipment problem will be worked out this fall. It looks like ten new 5-car LRC sets will be part of it. His top management is in place, and startup is April 1, 1978, altho the marketing functions were taken over June 1, 1977. There will be 4 regional offices, with one covering the western provinces, and one each for Ontario, Quebec, and the Maritimes. Regional advisory councils would be set up in each of these four areas.

VIA is now working out the final plans for integrating the CP and CN passenger people into the VIA operation, so that when the official transition occurs, the transfer will be smooth.

Roberts would like to see VIA's tariffs based a good deal on the model of the CN's red-white-blue schedule. He wants to see a VIA reservation system included in the Air Canada reservation system that would not only cover rail and air, but also car rental and hotel--a true intermodal reservation system which could even include bus someday. In this way, one would think rail when he thinks travel--something most people in North America do not do, altho they do in Europe.

The conference was well worth the trip, and if VIA is only half as serious as it claims, it should do a decent job; and it will do a magnificent job if it really does what its top people are claiming it will do and they want it to do. VIA is trying to learn from Amtrak's mistakes, and maybe Amtrak will eventually learn from VIA's success.

Mixed Train of Thoughts

WANT TO BUY your own passenger car? Amtrak announced on Oct 25 that during November it will sell to the highest bidder about 170 cars, including coaches, sleepers, diners, lounges, observations and domes, that are "no longer needed", some because repair or refurbishing is too expensive. Amtrak said that buyers could see the cars beginning as early as Nov 1-2 at Oakland and on other dates elsewhere. The cars are stored at Oakland, Seattle, New Orleans, Chicago, Los Angeles, St. Petersburg, Topeka, New Haven, and Minneapolis/St. Paul. Anyone can buy them, but bids must be submitted in writing and sales completed in November. They are sold on an "as is-where is" basis. Amtrak said most of them are in good condition, but some are damaged by accidents. Contact Amtrak's procurement office in Washington by phoning 202-484-3524.....

THE "FLORIDIAN" HEARINGS were completed Oct 27. In Atlanta over 200 people attended, with 150 in Chattanooga, 100 in Montgomery and in Birmingham, and 80 or 90 in Miami. In Dothan, Alabama the only person to speak against retaining the train proved to be a Greyhound agent. In Montgomery, George Wallace showed up. The Brotherhood of Locomotive Engineers said they would help Amtrak improve the train's schedule. Presumably a full report will be issued later.....

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THE STRIKE AFFECTING Pullman-Standard continues, with no work on the bilevel cars going on. Amtrak says it's impossible to predict when the cars can be put into service--certainly not this year..... THE AGENDA FOR Amtrak's Oct 26 Board meeting included taking up an authorization to "proceed to Tasks III and IV" on route criteria and procedures for these routes: Oakland-Bakersfield; Kansas City & Chicago-NY/Washington; Chicago-Seattle routes; Chicago-Houston & Chicago-Laredo; Chicago-San Francisco, Chicago-Los Angeles and Salt Lake-Seattle; and Chicago-NY/Boston. Tasks III & IV of Amtrak's route criteria have to do with looking at improving them by upgrading and promoting and restructuring to make them more economically viable, and examining the social and environmental benefits of the services. Another item on the agenda was a board committee report on proposed auto ferry service between Chicago and Denver.....

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FALL SCHEDULE CHANGES for Amtrak will see a rather complicated restructuring of NY-Buffalo "Empire Service" schedules. There will still be nine trains each direction on the timetable, including the LAKE SHORE and ADIRONDACK, but a new train name appears--the MOHAWK, an Albany-Buffalo Mon-Fri train, leaving Albany in early morning and returning there in late evening. Amtrak is discontinuing Turboclub service on all NY-Albany and NY-Montreal trains, tho it will continue on NY-Syracuse and NY-Buffalo trains that operate thru Albany. The southbound ADIRONDACK will leave Montreal later than before, at 10am, reaching NY at 7:05pm...

AMTRAK SPEEDS UP a total of 26 trains with the fall schedules. The biggest time cut is 5hrs, 49mins from the westbound NORTH COAST HIAWATHA schedule, and 4hrs, 57mins eastbound. The EMPIRE BUILDER is speeded up by 4hrs, 40mins westbound and 3hrs, 32mins eastbound. These Chicago-Seattle schedules had been slowed earlier this year by the SDP40F engine problem and by Milwaukee Road track deterioration, which has now been improved. The new travel times are still longer than they were one year ago, however, when for example the westbound EMPIRE BUILDER was 1½ hours faster to Seattle. The SAN FRANCISCO ZEPHYR gets a full 50 minutes cut from its schedule, the much-commented-upon padding taken out of the Ogden-Oakland leg, a result of a new contract with SP. Starting Oct 30 the eastbound train leaves Oakland at 1:50pm, 50 minutes earlier, and arrives in Chicago at the same time as before, 3:35pm. Westbound it leaves Chicago at the usual 4pm, but reaches Oakland at 2:40pm instead of 3:30. An error in the timetables already distributed shows the Richmond westbound stop at 1:48pm--which

would mean 52 minutes to travel the ten miles from Richmond to Oakland. RTN estimates that the Richmond time should read about 2:25pm, and the Martinez time about 1:45 instead of the 1:18 printed in the timetable. (This makes quite a difference to railfans, as it means that an Oakland-Richmond-Oakland roundtrip in one day is possible, with a 20-minute layover in Richmond, something the timetable now out shows as impossible.) The same new contract with SP has also cut an exciting 15 minutes from the SUNSET LIMITED schedule each direction. The HILLTOPPER gets 15 minutes cut from its westbound schedule and 35 minutes cut eastbound. The BLUE WATER LIMITED gets 30 minutes cut from its eastbound times and 15 minutes cut westbound. The TWIN CITIES HIAWATHA get 1hr 40mins cut westbound and 50mins cut east. The LAKE SHORE gets 20mins cut each direction. The BROADWAY LIMITED is shortened 15mins eastbound and 10mins west. The INTER-AMERICAN and PIONEER each get northbound cuts of 10 minutes. Three Chicago-Detroit trains and two Empire Service trains get 5-minute schedule cuts. Most of these changes are due to track improvements. The BLUE WATER's speedup is due to completion of traffic control signalling system in Flint, Michigan, installed by the Grand Trunk Western Railroad. Besides the speedups, there are some slowdowns. The FLORIDIAN is having 42 minutes added to its St. Petersburg section and 1 hour, 27 minutes added to its Miami section. Amtrak said this is caused by a change in the type of locomotive assigned to the train. A Florida reader writes: "The poor old FLORIDIAN regularly spends a half-hour at Sanford northbound, then has 3½ hours to cover Sanford-Jacksonville, a stretch normally scheduled for 2½ hours by the CHAMPION and SILVER STAR. All this padding was to allow for the AUTO-TRAIN connection, not now needed. Southbound it has been remarkably on-time since discontinuance of the AUTO-TRAIN section. It sounds like pure defeatism to lengthen the schedule. Where will it sit and waste all that time?". Amtrak said that five other trains will be slowed from 5-15mins because of track conditions or added station time.....

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THE NEW INTERMODAL Amtrak-BART station in Richmond CA was dedicated Oct 28, with Gov. Brown and other dignitaries in attendance. The SAN JOAQUIN made a special stop there that day, with regular stops beginning Oct 30. The COAST STARLIGHT was the first train to make the regular stop, at 7:14am Oct 30. We will have more details next issue. Also see Cars & Consists department.....

MID-DECEMBER STARTUP of the overnight Sacramento-San Diego train is what Amtrak is aiming for. The train will be Amfleet, with no sleepers at first, but presumably later as more sleepers are converted to electric power. Contrary to rumors, the SAN JOAQUIN equipment pool will not be robbed to furnish cars for the new train..... A SEVERE WINTER may be starting already. On Oct 17 a mid-winter-type snow and rain storm hit the East, with numerous reports of highways closed and motorists stranded. Detroit had a record low temperature of 23°. There were no reports of train disruptions. Nearly a foot of snow fell in parts of Pennsylvania..... THE SUNSET LIMITED, train 1, was in a collision with a truck just east of Houston on Oct 26, putting it 35mins late into Houston. Engine 635, with the right side damaged, was removed at Houston to the SP shops for repair, and SP engine 8940 was substituted on the front. Consist of the train was engines 635 & 542; cars 1071, 9942, 9931, 9919, 3394, 8038, 2629 "Pacific Ridge", 2608 "Pacific Crest", and dome observation 9250 "Silver Horizon". SP lounge 291 was added at Houston; it had just had its carpet replaced there..... LAKE SHORE LIMITED could be discontinued soon (incredibly!), since it has reached the end of its 2-year experimental period Oct 31. The Secretary of Transportation has to make the decision, and supporters are asked to send their comments to: Docket Clerk, OST File No. 54, Notice No. 77-12, U.S. Dept. of Transportation, Office of the General Counsel, Washington DC 20590. These comments must be received by Nov 14, 1977. In its brief life the LAKE SHORE has become one of the top long-distance trains in ridership, and was featured as RTN's first "Train of the Year" in our Second Dec 1976 issue. It seems to

us ridiculous if not insane that rail supporters must now be called upon to go thru a charade of defending the obvious when there is so much other work to be done. The highway people should be the ones on the defensive, to answer to their gross destruction of our environment. We'd rather see hearings on a possible discontinuance of Interstate 80..... GREYHOUND HAS BEGUN advertising a $5 "Stand by Fare" between Los Angeles and San Diego, in direct competition with Amtrak. "Greyhound beats the train to San Diego every day" says the ad, and it notes that the new fare "shaves 20% off our regular, one-way, lower-than-Amtrak ticket" (see illustration at left). The ad pictures a train seen in the rear view mirror of a bus. The fare is good on 3 non-stop trips Mon-Thur, departing L.A. at 11am, 1pm, and 3pm. The trip is scheduled to take 2hrs, 20mins (the SAN DIEGANS take 2hrs, 35mins with stops)...

STATE OF MICHIGAN has an interesting program initiated by the Michigan Passenger Foundation, which was organized by John DeLora, who also founded the Michigan Association of RR Passengers. Under a $158,000 grant from the state, 12 full-time personnel ride the trains there to assist passengers with travel problems and to report on crew performance and train condition. Other states would do well to follow their lead..... FIVE ORIENT EXPRESS cars were sold at auction in Monte Carlo on Oct 8, for a total of $290,000. Two sleepers were purchased by James Sherwood, president of Sea Containers Inc. for use on special trains to be run in Europe. Albert Glatt, who owns Intraflug Ltd. in Zurich, got a diner for $58,000 to use on "Nostalgic Orient Express" special runs between Zurich and Istanbul. A parlor car and another sleeper were sold to anonymous buyers at the Sotheby Parke Bernet auction..... AMTRAK PRESIDENT REISTRUP told a House commerce subcommittee on transportation in testimony on Oct 12 that if Congress doesn't give Amtrak its supplemental appropriation, it might consider doing away with Amtrak entirely, since it would be "counterproductive" to force the corporation into further service cuts..... AN EASTERN READER in mid-October telephoned Amtrak's Eastern reservations office for a trip from New York to Portland OR. "The clerk routed me on the BROADWAY, thence thru Seattle--which probably would have required an overnight layover in Seattle. I had to ask to go via Ogden. Finally, she confirmed me on the 'Columbia River Limited', train 25. CRL is the embryonic name for the PIONEER that only appeared on the drawing board and was scratched in late May. Is it still bouncing around ARTS? And shouldn't the clerk know about the PIONEER?"..... AMTRAK AND ICG are reported in thetalking stages over proposed sale of the former GM&O main line between Chicago and St. Louis to Amtrak. Also in the talking stages is the possible sale of ICG trackage from Omaha to Chicago to UP, which would give that road its long sought after gateway to Chicago..... AN UNUSUAL PHOTO appears in Railway Gazette International (Sept issue) of one of the strangest consists ever--the prototype LRC trainset (engine and coach) with Amtrak bilevel coach 34002 coupled on behind. The picture was taken at the DOT's Pueblo test center (and of course that center is not in Boulder, as a typo indicated last issue)...

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THE MONTREALER CELEBRATED its fifth birthday Sept 29, and Amtrak had a party aboard in its honor. The train was initiated thru a grassroots campaign, and Amtrak Board member Joseph V. MacDonald was one of the original supporters (before he was on the Board). MacDonald and two other individuals were honored

on the occasion with a plaque. Some rail supporters are up in arms about the White House's failure to renominate MacDonald to the Amtrak Board, seeing in the move another reflection of the Washington anti-long distance train bias. MacDonald helped to explode the myth that long distance trains are unprofitable while corridor trains are not. He looked at Amtrak bookkeeping and found corridor costs being unfairly applied to the long distance trains, thus making them look financially more unfavorable..... THE INTER-AMERICAN was scheduled to change from daily to tri-weekly operation on Oct 30, and we don't know if that is one of the cuts that will be held off until Nov 6. The schedule changes too, with the northbound train leaving Laredo Sun, Tue, & Fri at 3:55am instead of daily at 9:55am. Who is going to board it at 3:55am at Laredo? asks a reader. The southbound train will leave Chicago at 11am, reaching Laredo at 8:45pm, instead of 6:15pm. On the new schedule, at Little Rock the southbd train will be arriving exactly when the northbound train leaves (12:20 in the morning).....

* * *

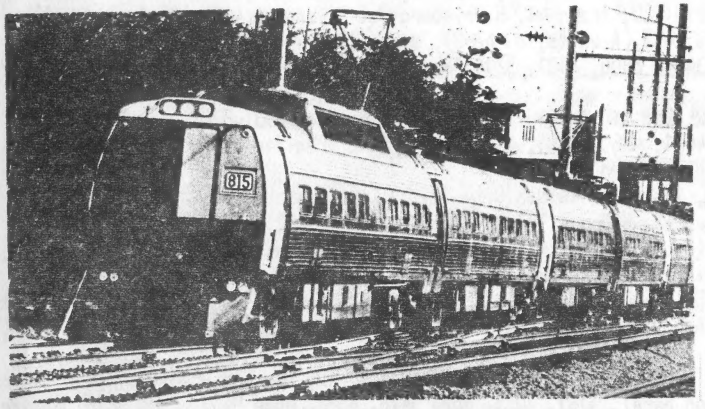
VIA RAIL CANADA's Garth Campbell has written Amtrak President Paul Reistrup criticizing some of the design features of the bilevel cars. VIA looked over the cars and prototypes with an eye to acquiring some for north of the border. While Campbell felt the new cars are generally fine and attractive to passengers, he criticized design that creates congestion in the serving area of dining cars, and the fact that the electrical locker for 70-seat coaches is at the foot of the passenger stairway to the upper level, so that a fire in it would quickly fill the passenger compartment with smoke. He also criticized the skimpiness of some upper berths..... AMTRAK BRASS REPORTEDLY have given up a plan to name the Albany NY Turboliner repair facility for late Amtrak board director Edward Ullman. One reason is that Prof. Ullman was not terribly fond of Turbos. Another plan reportedly being reviewed is naming the upgraded Chicago repair facility for Prof. Ullman at a later date..... THE PANAMA LIMITED, train 58 was blocked by an ICG freight derailment at Effingham IL at 5am on Oct 15. About 120 passengers were bused from Watson around the derailment scene and put aboard the equipment from train 381, the ILLINI, which was sent to Effingham from Champaign..... THE RUMOR MILL says that Amtrak is considering tri-weekly service for the FLORIDIAN effective Dec 15..... AMTRAK ANNOUNCED ON Oct 15 that G. Raymond Weaver Jr. has been named Ass't VP-Labor Relations and Personnel.....

* * *

THE FISCAL YEAR just completed found Amtrak ridership totaling 19,207,000. The system gained over a million new riders during that time--a 5.8% increase over the year-earlier total of 18,152,000. Long distance ridership increased 5.5% while the biggest percentage gain was on new-equipment trains on short distance routes outside the NE Corridor--a 15.4% increase..... NEW YORK STATE'S Dept. of Transportation is very unhappy with Amtrak performance in the state. Transportation Commissioner William C. Hennessy told Amtrak last month that while the state in 1975 launched the "most ambitious rail passenger service track improvement program in the nation", the program's success is now being questioned because of the Amtrak problems of "poor on-time performance," "regular fare increases," "no improvements to scheduled running time," and "unnecessarily protracted operation of worn out conventional equipment." Hennessy demanded that all these problems be solved, that Amfleet cars be introduced to the Empire Service route no later than next spring, that an Albany-Buffalo train be introduced this fall (this has been done, with the MOHAWK inauguration), and that Amtrak provide the state with a commitment to extend the Empire Service from Buffalo to Niagara Falls with possible connections to Toronto.....

TRANSPORTATION SECRETARY ADAMS has been mentioned by Senator Warren Magnuson as a possible replacement for Bert Lance, recently ousted from his post as head of the Office of Management and Budget. The OMB cut Amtrak's budget sharply, in large part precipitating the present Amtrak financial crisis. The White House

denied a recent statement in the Wall Street Journal that Carter considers Brock Adams the "biggest disappointment" in the Cabinet..... RENO FUN TRAIN will open its 14th consecutive season on Jan 13, leaving the San Francisco Bay Area in the evening for the weekend trip to the gambling city. The $79.95 package tour for persons of age 21 or greater willbe available for 9 trips, starting Jan 13, Jan 27, Feb 3, Feb 24, Mar 3, Mar 10, Mar 17, Mar 24, and Mar 31..... A MASSACHUSETTS ASSOCIATION of RR Passengers is being formed, and info is available from PO Box 2311, Boston MA 02107..... JAMES WHITCOMB RILEY, renamed the CARDINAL Oct 30, showed improved ridership in August, Amtrak said recently, with 16,459 passengers or 22.9% more than the 13,393 carried in August 1976..... THE STATE BILL to revive the San Francisco-Monterey DEL MONTE was signed by Gov. Brown the weekend of Sept 24-25, but CalTrans told RTN that it will not actively pursue the revival because of higher priority things to do now, such as getting the overnight train to L.A. running. Supporters in Monterey took Caltrans's stance as being a derailment of the plan, but in actuality it appears that CalTrans wants supporters there to assume the initiative, which they appear to be doing..... AMTRAK'S "UPGRADED" METROLINER looks like this (photo from Amtrak News). The front car of this train has the added elevated section which all modified cars will get. The roof addition holds a cool air intake and dynamic brake resistors. These cars are not to be confused with the Mark II Metroliners not yet designed..... HEART OF DIXIE'S Oct 1 fantrip between Birmingham and Meridian saw engine 4501 filling in as power, as the 610 derailed a week before the trip and may be out of service for the rest of the year. The ex-T&P steam engine went on the ground at a low speed while entering the Chattanooga Food Terminal area for fueling. On the Meridian trip it was found that the 14-car train couldn't be turned due to the condition of the wye in Meridian, so it was wyed at York, Alabama and pulled backwards for the remaining 27 miles by a Southern GP-30..... THE EPHRATA WASHINGTON Amtrak station will become an unstaffed station on Nov 1, so no more baggage checking there. Tickets can be bought from the conductor or other usual sources. Ephrata is on the nORTH COAST HIAWATHA route..... THE OHIO ASSOCIATION of RR Passengers, along with Dayton Area Chamber of Commerce, this month proposed a plan for saving Dayton train service. Criticizing the NATIONAL LIMITED re-routing, OARP asks for the train to run instead Columbus, Springfield, Dayton, Middletown, to Cincinnati, then to St. Louis via Chessie System mainline. This would bypass Indianapolis instead of Dayton.....



DEPARTMENT OF CORRECTIONS: The COAST STARLIGHT on Aug 29 was not detoured, but held behind the SP freight derailment at Field, Oregon (see 1st Aug issue, p. 16). Amtrak says the makeup train was not run because of the need to move SP business cars, but rather to protect 200 passengers at Oakland. The SP decided about an hour later to "tag along", Amtrak said, and the extra engine was added without charge. The sentence on p. 22 of last issue which read "No on is perfect" should read "No one is perfect." RTN's Yearbook will be out soon. Mailing date this issue: Oct 31, 1977.

*SAN JOAQUIN, train 710, Richmond Oct 28 (special train for Richmond station inauguration): engine 222; cars 21827, Amdinette 20217, 21830, Amcafe 20042, 21829.

*TWIN CITIES HIAWATHA, train 10, Minneapolis Oct 5 (1st Amfleet consist): engine 233 (F4OPHR, ex-558); cars 21850, 20225, 21846, 1364, SP 6750, 1303.

*DOT test train, Pueblo test track, Sep 19: engine 703 (P30); bilevel cars 34002, 34005, 34006, 34007.

*UP "Old Timers' Special" (No. Platte-Denver), Denver Sep 21: engines 951, 968-B, 928; cars 5474, 5484, 7006, 5716, 6206, 4808, 4000, 5015, 6203, 5483, 5468, 5480, 304 (consist backward Cheyenne-Denver).

*SUPER CONTINENTAL, CN train 1, Folyet, Ont., Oct 3: engines 6510 (A, VIA), 6613 (B, VIA), 3105 (CN freight colors); cars 9654 & 9636 bag, coaches 5473, 5597 (VIA), 5653, cafe-lounge 765, Dayniters 5704 (VIA), & 5714, slprs "Erinview" & "Elliston" (VIA), heavyweight lounge "Sans Souci" (VIA), diner 1376, slprs "Enterprise" & "Eastview", slpr "Innes" as dorm.

*BROADWAY LIMITED, train 41, Harrisburg Oct 9: engine 4935 (GG-1, off here), 447, 429, 433, 417 (A units, on here); cars 1185, 1049, 1048, 5416, 5451, 2005, 2000, 5407, 3404, 8800, 8801, 3211 "Bay State", 2553 "Central Park", 2558 "Rock Creek."

*COAST STARLIGHT, train 14, Tacoma Oct 7: engines 543, 570; cars 1151, 1421, 4844, 4500, 4531, 4860, 4495, 4505, 8034, 2610 "Pacific Falls", 2614 "Pacific Heights." No dome, no lounge.

*LONE STAR, train 15, Kansas City Sep 24: engines 502, 506, 582; cars 1173, 2721 "Pine Grove", 8036, 3392, 9911, 9950, 9949, 9932, 9940, 9909, 2350 "Regal Dome", 1030 (on at K.C.), 2637 "Pacific Terrace" (deadhead), (deadheads to K.C.): 5260, 2219 "Indian Song", dome 9363 "Lake View", 6431, 20215.

*LAKE SHORE LIMITED, train 48, Chicago Sep 20: engines 408, 438; cars 1532 (to NY), 2027 "Loch Ness", 2832 "Keene Valley", 8335, 3360, 5653, 5657, 5646, 5649, 2153 "Silver Iris", 1050.

*EMPIRE BUILDER, train 7, Minneapolis Oct 8: engines 538, 573 (to Havre); cars 1110, 1092 (on here), 1161, 1053, dome 9476, 4548, dome 9483, dome 9813 "Silver Cup", 8047, 2671 "Silver Plateau", 2657 "Silver Chasm", 2654 "Silver Falls", 2215 "Indian Maid" (deadhead), SP 6750 (mail, from #9 Minneapolis-Fargo).

RAIL FANTRIPS

Dec 1: 11th annual Winter Wonderland Trip, Windsor-Moosonee & Arctic Tidewater via CN, ONR's NORTHLAND & POLAR BEAR; slpr 2 nites, Moosonee Lodge 1 nite, $230. Michigan RR Club, Box 586, Dearborn MI 48121. SASE for info.

Feb 25, 1978: 50th Anniversary of Moffat Tunnel; RIO GRANDE ZEPHYR trip, time capsule opening, 1-day RPO, special menus, party, etc. SASE for info: Intermountain Chap, NRHS, Att'n: R. Brown, Box 5181, Terminal Annex, Denver 80217.

Nov 26: 8-day tour of steam RRs of El Salvador & Guatemala, prices start at $430. Info: Great Western Tours, 639 Market, 9th Floor, San Francisco CA 94105

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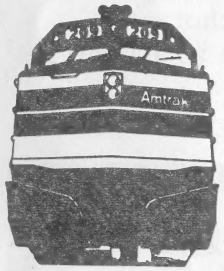

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